
USCG PORT STATE CONTROL

MARINE SAFETY OFFICE MOBILE

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<http://www.uscg.mil/d8/mso/mobile/PSC/psc.htm>

August 1999

Welcome to our Port

On behalf of the Captain of the Port and the Port State Control Branch, I would like to thank all of you for making this newsletter an instant success. We received excellent feedback from dozens of captains and agents regarding the information found in our first newsletter. We also gathered extremely valuable input from these same individuals about what they would like to see in future issues. In fact, we received so many requests for different articles that we are already considering expanding our newsletter. All of the following articles appear because someone asked us to clarify some issue or expand on another.

While we are happy to take the "mystery" out of the Coast Guard to further our relationship with our customers, I want to take this time to remind you that all of the following information expresses the views of the individuals writing the articles and the editor. None of this information is to be misconstrued as official United States Coast Guard policy. For that, you will have to read the Code of Federal Regulations. Meanwhile, we will try our best to inform you of the ever-changing world of Coast Guard regulations in this user-friendly manner!

I would also like to remind you that this letter, as well as the previous Port State Control newsletter, and all vessel inspection information are available at our web site (<http://www.uscg.mil/d8/mso/mobile>).

Required Manuals for Coast Guard Port State Control Examination.

Petty Officer Travis Sanders

A crew's list and all officers licenses.

*Cargo Securing Manual

Oil Record Book (part 1)

Garbage Log

Lifesaving Training Manual

Shipboard Oil Pollution Emergency Plan (SOPEP)

Lifesaving Appliance Maintenance Manual

Fire Fighting Equipment Maintenance and Operation Manual

Stability Book

Liferaft Servicing Report

Portable Fire Extinguisher Servicing Report

Fixed Fire Extinguishing System Servicing Report

The last time the falls for the Lifeboat were renewed or end for ended.

*not applicable to vessels carrying liquid or solid bulk cargoes.

Additional Required Manuals for Tankers

Oil Record Book (part II)

Vessels response Plan

Crude Oil Wash Operation Manual (COW)

Inert Gas System Operation Manual (IGS)

Cargo Operations Manual

Emergency Fire Pump

We also need to confirm that the Emergency Fire Pump is in proper working condition. To do this, we request that you hook up two fire hoses and tie them to the rail to prevent wild hose. The first hose must be on the bridge wing and the second hose must be at the farthest point on the vessel from the Emergency Fire Pump. We will inform you when to engage, and when to disengage the pump. On average, the test may last up to 45 minutes.

Oily Water Separator

We will also be testing the Oily Water Separator: We want to see an operational test of the system with oil. It will include the 15ppm alarm and the pump or valve automatically securing.

New Y2K Matrix

Chief Warrant Officer Deborah Jordan

In order to prepare for the potential widespread failure of shipboard systems on January 1, 2000, Port State Control boarding teams have started distributing matrices to determine the risk of each vessel that calls on our zone. The information will be used to help determine the severity of possible problems resulting from computer systems trying to interpret the year two thousand as a valid date.

Systems requiring documentation of Y2K compliance include the main propulsion engine, navigation systems, steering gear, cargo handling gear, and more. The "Y2K READINESS SURVEY" should be completed by the captain and returned to the PSC boarding team prior to their departure.

Prioritizing vessels

Lieutenant (junior grade) Jeff Morgan

The Coast Guard utilizes a matrix to prioritize foreign vessels for Port State Control examinations. This system helps maximize the Coast Guard's resources by identifying potentially substandard vessels before they arrive in port. All vessels receive points based on certain factors. The higher a vessel's overall score, the higher its priority for an examination. The most significant factors regarding the arriving vessel are:

Flag or registry: A targeted flag state is a country with a detention ratio above the average detention ratio for all flag states that have vessels operating in the United States.

Owner or operator: A targeted owner is one whose vessels have been detained in the U.S. more than once within the previous 12 months for non-compliance with an international convention. Note that this does not include vessels placed on customs hold for minor infractions of U.S. or international regulations.

Classification society: There are no "targeted" classification societies, but all of them are assigned a certain amount of points (0-5) based on their history. The class societies with a higher detention ratio have more points; therefore, a vessel's overall score may increase if it is classed with a certain classification society.

Service and boarding history. Various points are assigned to vessels based on its service, detention history, casualty and pollution history, and results of previous Coast Guard examinations.

The Coast Guard updates its list of targeted flag states and classification societies annually, usually in April. It updates targeted owners monthly. To receive a copy of the Port State Control Boarding Matrix, you must send a request to our office in writing. Vessel histories may also be available if you request the information by authority of the Freedom of Information Act.

A Quick Safety Note

Petty Officer Harry March

Fire hoses that are not used routinely tend to deteriorate quickly along their flattened edges. If a PSC officer believes the integrity of one hose is questionable, he may order all hoses on board the vessel to be tested. To keep hoses from deteriorating in this manner, we recommend that they be taken out of the hose box, rotated ninety degrees, then flattened again so that the edges are along a different part of the hose.

If your vessel's lifejackets contain kapok, a quick squeeze will verify their condition. When squeezed, no air should escape the lifejacket. If it does, the lifejacket should be replaced.

Mishaps

Petty Officer Alan Perander

Marine Safety Office Investigators recently worked a tragic case, involving a crewmember working on a barge who apparently tripped or slipped falling between the barge and pier. Under normal circumstances this would have caused a person to become trapped and/or sometimes crushed but this incident proved worse. This individual was dragged under the barge by the current, trapped and drowned, all while still wearing his lifejacket. Safety precautions that may have prevented such an incident include but are not limited to, the use of the buddy system, installing temporary railings, working with the aid of a lifeline or simply cleaning the deck of grease or debris. An environment is simply defined as your surroundings. Lets be familiar with our work environment and endeavor to make it safer.

Tank Vessel Captains: Heed This

Lieutenant (junior grade) Eric Roan

When a PSC officer tests the cargo Overboard Discharge Monitor, he will request that the alarm sound as part of the test. This is difficult with some ODM models, and they may require some minor modifications to do this. If the crew cannot conduct this part of the test, the PSC officer may require a technician to train the crew in this area prior to the vessel's departure.

*Please send all questions and comments to:
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If you would like to receive the electronic version of this newsletter and all future and past newsletters please send your request to Petty Officer March at hmarch@miomobile.uscg.mil